PROPOSED SIGNALS

I-10

R
Y
G
12"

PROPOSED VIDEO DETECTION

PROPOSED SIGNS

11,12 — NO TURNS — R3-3 (24"x24")

13,14,19,20 — ONLY — R3-5(L) (30"x36")

15,21 — R3-5(MOD) (30"x36")

16,17,22,23 — ONLY — R3-5(R) (30"x36")

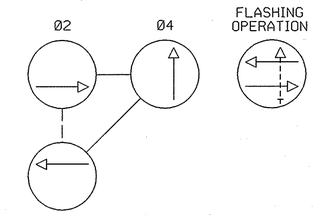
8 — NORTH MARYLAND 197 — SHIELD ASSEMBLY (48"X75")

24 — SOUTH MARYLAND 197 — SHIELD ASSEMBLY (30"X51")

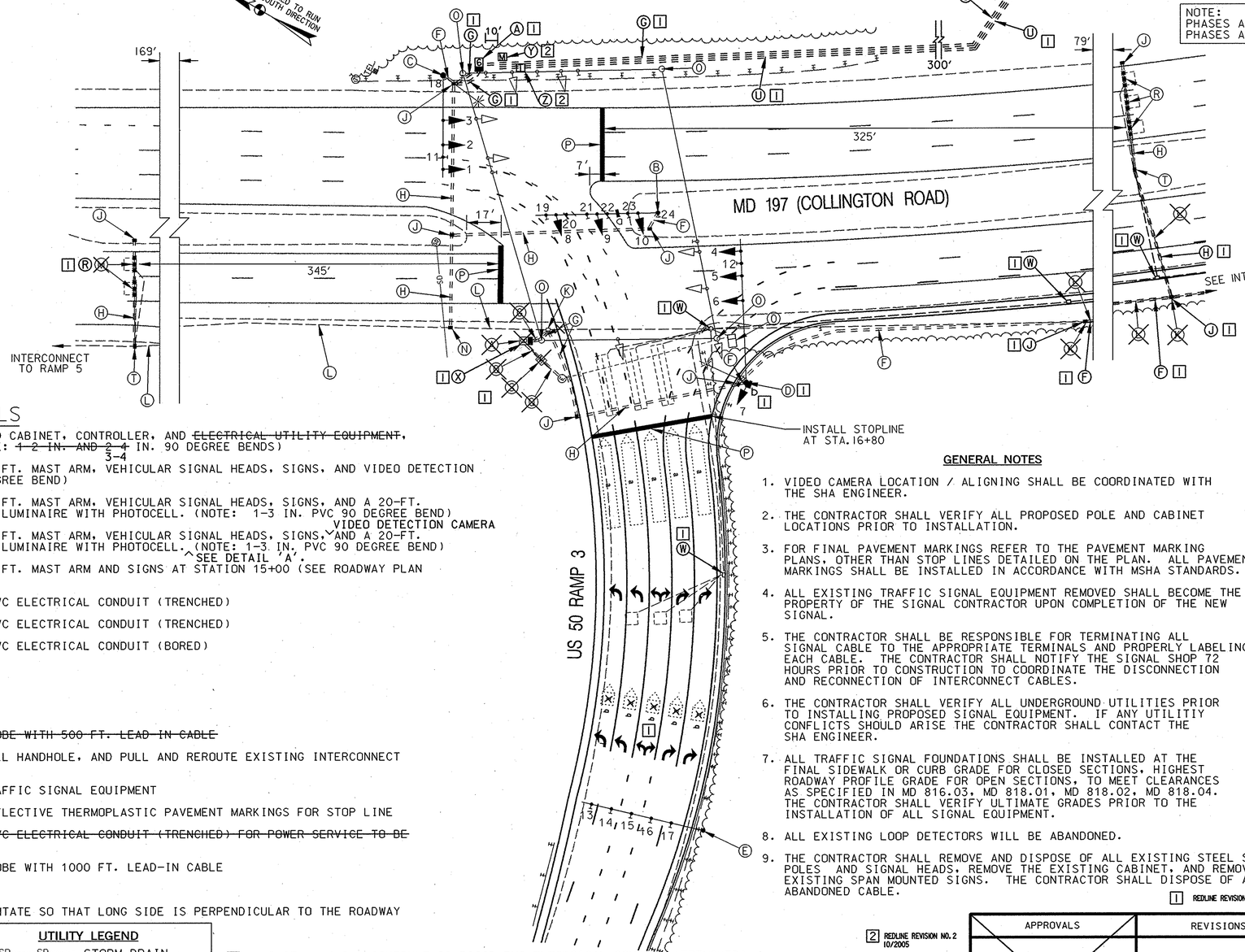
18 — NORTH MARYLAND 197 — SHIELD ASSEMBLY (48"X75")

MD 197 IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

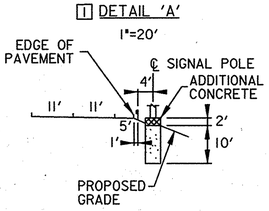
NEMA PHASING



NOTE:
PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.



[1] DETAIL 'A'
1"=20'



[2] Y. INSTALL METERED SERVICE PEDESTAL WITH BLANKOUT

[2] Z. BGE TRANSFORMER LOCATION – TO BE INSTALLED BY BGE

[2] 10. IN ORDER FOR THE NEW SIGNAL TO BE CONNECTED TO THE EXISTING POWER SOURCE, SHA WILL PURSUE A WORK WITH AGREEMENT WITH BGE FOR THE INSTALLATION OF THE BGE TRANSFORMER SHA METERED SERVICE PEDESTAL

CONSTRUCTION DETAILS

[1] A. INSTALL NEMA SIZE "6" BASE MOUNTED CABINET, CONTROLLER, AND ~~ELECTRICAL UTILITY EQUIPMENT~~, WITH ALL NECESSARY EQUIPMENT (NOTE: ~~1-2 IN. AND 2-4~~ 3-4 IN. 90 DEGREE BENDS)

B. INSTALL 27 FT. STEEL POLE WITH 60 FT. MAST ARM, VEHICULAR SIGNAL HEADS, SIGNS, AND VIDEO DETECTION CAMERA. (NOTE: 1-3 IN. PVC 90 DEGREE BEND)

C. INSTALL 27 FT. STEEL POLE WITH 50 FT. MAST ARM, VEHICULAR SIGNAL HEADS, SIGNS, AND A 20-FT. LIGHTING ARM WITH 250 WATT H.P.S. LUMINAIRE WITH PHOTOCELL. (NOTE: 1-3 IN. PVC 90 DEGREE BEND)

[1] D. INSTALL 27 FT. STEEL POLE WITH 70 FT. MAST ARM, VEHICULAR SIGNAL HEADS, SIGNS, AND A 20-FT. LIGHTING ARM WITH 250 WATT H.P.S. LUMINAIRE WITH PHOTOCELL. (NOTE: 1-3 IN. PVC 90 DEGREE BEND) VIDEO DETECTION CAMERA SEE DETAIL 'A'.

E. INSTALL 27 FT. STEEL POLE WITH 60 FT. MAST ARM AND SIGNS AT STATION 15+00 (SEE ROADWAY PLAN FOR BASE LINE)

F. INSTALL 3 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED)

G. INSTALL 4 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED)

H. INSTALL 4 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (BORED)

J. INSTALL HANDHOLE

K. USE EXISTING HANDHOLE

L. USE EXISTING CONDUIT

[1] ~~M. INSTALL NON-INVASIVE MICROLOOP PROBE WITH 500 FT. LEAD-IN CABLE~~

N. INTERCEPT EXISTING CONDUIT, INSTALL HANDHOLE, AND PULL AND REROUTE EXISTING INTERCONNECT CABLE PER WIRING DIAGRAM

O. REMOVE AND DISPOSE OF EXISTING TRAFFIC SIGNAL EQUIPMENT

P. INSTALL 24 IN. WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS FOR STOP LINE

[1] ~~Q. INSTALL 2 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED) FOR POWER SERVICE TO BE INSTALLED BY BGE~~

R. INSTALL NON-INVASIVE MICROLOOP PROBE WITH 1000 FT. LEAD-IN CABLE

[1] ~~S. INSTALL METERED SERVICE PEDESTAL~~

T. REPLACE EXISTING HANDBOX AND ORIENTATE SO THAT LONG SIDE IS PERPENDICULAR TO THE ROADWAY

[1] U. INSTALL 4 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED) FOR FUTURE ELECTRICAL SERVICE. THE CONTRACTOR SHALL CAP, MARK AND STUB WITH PULL STRING, 5 FOOT FROM PROPOSED CABINET AND 5 FOOT FROM THE EXISTING METER, FOR USE BY OTHERS.

[1] V. USE EXISTING METERED SERVICE PEDESTAL

[1] W. REMOVE EXISTING HANDHOLE

[1] X. REMOVE CONCRETE FOUNDATION 12 INCHES BELOW GRADE

UTILITY LEGEND

——SD——SD——	STORM DRAIN
——G——G——	GAS MAIN
——W——W——	WATER MAIN
——S——S——	SEWER MAIN
——E——E——	ELECTRIC CABLES
——A——A——	AERIAL CABLES
——T——T——	TELEPHONE CABLES
——F——F——	FIBER-OPTIC

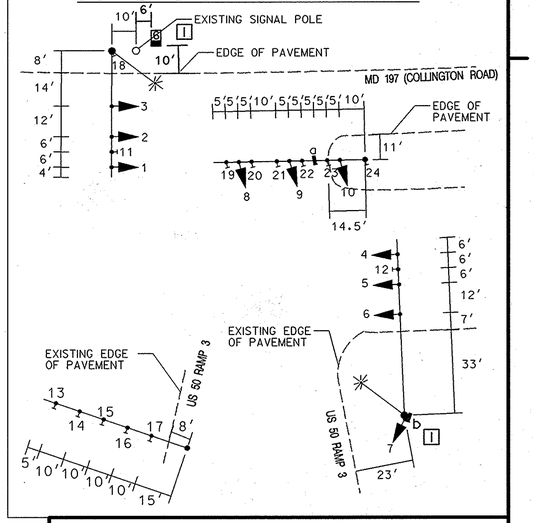
GENERAL NOTES

1. VIDEO CAMERA LOCATION / ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
2. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE AND CABINET LOCATIONS PRIOR TO INSTALLATION.
3. FOR FINAL PAVEMENT MARKINGS REFER TO THE PAVEMENT MARKING PLANS, OTHER THAN STOP LINES DETAILED ON THE PLAN. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MSHA STANDARDS.
4. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABELING EACH CABLE. THE CONTRACTOR SHALL NOTIFY THE SIGNAL SHOP 72 HOURS PRIOR TO CONSTRUCTION TO COORDINATE THE DISCONNECTION AND RECONNECTION OF INTERCONNECT CABLES.
6. THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITIY CONFLICTS SHOULD ARISE THE CONTRACTOR SHALL CONTACT THE SHA ENGINEER.
7. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS. HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
8. ALL EXISTING LOOP DETECTORS WILL BE ABANDONED.
9. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL EXISTING STEEL STRAIN POLES AND SIGNAL HEADS, REMOVE THE EXISTING CABINET, AND REMOVE ALL EXISTING SPAN MOUNTED SIGNS. THE CONTRACTOR SHALL DISPOSE OF ALL ABANDONED CABLE.

[1] REDLINE REVISION NO.1

[2] REDLINE REVISION NO. 2 10/2005

SIGNAL HEAD AND SIGN LAYOUT



STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

MD 197 (COLLINGTON ROAD) AT US 50 (JOHN HANSON HIGHWAY)

TRAFFIC SIGNALIZATION PLAN

SCALE 1"=30' DATE 1-25-88 CONTRACT NO. PG6365130

DESIGNED BY D. J. FINGERLOS — COUNTY PRINCE GEORGE'S
DRAWN BY H. A. BADGETT — LOGMILE 16019701.53
CHECKED BY H. A. BADGETT — T.I.M.S. NO.
F.A.P. NO. — TOD NO.

DRAWING NO. TS-2462A OF — SHEET NO. 12 OF 21

APPROVALS	REVISIONS
TEAM LEADER	
ASST. DIV. CHIEF	
DIVISION CHIEF	A RECONSTRUCT TRAFFIC SIGNAL TO ACCOMODATE NEW GEOMETRY TIMS# G778 SHA NO.PG6365130 1/2005 [2]
OFFICE DIRECTOR	STV SDR

ORIGINAL ON FILE

STV Incorporated
engineers/architects/planners/scientists/construction managers
7125 Ambassador Road Baltimore, MD 21244-2722 (410) 944-9112

BY: THOMPSMA

PLOTTED: THURSDAY, OCTOBER 06, 2005 AT 09:44 AM
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